(a) whether some regional rural banks are running in profit; and

(b) the reasons for other regional rural banks not running in profit?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) 32 Regional Rural Banks (RRBs) earned net profit during 1994-95.

(b) The reasons for other RRBs not running in profit primarily are high establishment costs, low volume of business, low margins and low recoveries.

**Establishment of Coastal Tourism Development Authority**

2355. SHRI YERRA NARAYANA SWAMY: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that Government propose to establish a Coastal Tourism Development Authority;

(b) if so, whether any steps have been taken to develop the Andhra Pradesh Coast;

(c) whether any survey has been conducted of the tourist potential of Andhra coastline; and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) No Sir.

(b) to (d) Does not arise.

**Report on Flight Safety Surveillance**

2356. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the International Civil Aviation Organisation and the United Nations Development Programme submitted a report in December, 1993 on flight safety surveillance to the Government of India;

(b) if so, whether these recommendations have been implemented by the Government of India; and

(c) if not, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI CM. IBRAHIM): (a) Yes, Sir.

(b) and (c) Out of the 23 recommendations pertaining to Directorate General of Civil Aviation, 22 have been implemented. The remaining one recommendation requires one flight inspector for each type of aircraft operated by the airlines. Due to large variety of aircraft operated by various operators, it is not possible to have type rated flight inspectors for each type of aircraft. However, surveillance of operations on each type of aircrft is carried out by the flight inspectors and other experienced officers of the Directorate General of Civil Aviation.

**देश में हवाई अड्डों पर सुरक्षा व्यवस्था पर खर्च की जा रही धनराशि**

2357. **श्री राघवजी:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) गत तीन वर्षों के दौरान नागर विमानन मंत्रालय द्वारा देश के विभिन्न हवाई अड्डों पर सुरक्षा व्यवस्था पर हो रहे खर्च के रूप में राज्य-सरकारों को कितनी कुल धनराशि का भुगतान किया गया है;

(ख) क्या मंत्रालय ने राज्य सरकारों को उन्हें सुरक्षा व्यवस्था की स्वतंत्र जिम्मेदारी सौंपने के संबंध में कोई प्रस्ताव भेजा है, यदि हां तो उक्त प्रस्ताव पर अब तक क्या कार्यवाही की गयी है; और

(ग) वर्ष 1996-97 के दौरान नागर विमानन मंत्रालय को सुरक्षा व्यवस्था हेतु कितनी धनराशि का भुगतान करना पड़ेगा और बजट में इस प्रयोजनार्थ कितना प्रावधान किया गया है; क्या बजट में किया गया प्रावधान अपर्याप्त है और यदि हां, तो इसके क्या कारण हैं?

**नागर विमानन मंत्री (श्री सी॰एम॰ इब्राहीम):** (क) पिछले तीन वर्षों के दौरान सुरक्षा प्रबन्धों पर खर्च की कुल राशि निम्नलिखित है:-

(करोड़ रुपयों में)

| वर्ष | सुरक्षा पर खर्च की गई कुल राशि | राज्य सरकार को वापस की गई राशि | भारतीय विमानपत्तन प्राधिकरण द्वारा खर्च की गई राशि |
|---|---|---|---|
| 1993-94 | 21.52 | 16.40 | 5.12 |
| 1994-95 | 21.22 | 17.12 | 4.10 |
| 1995-96 | 31.26 | 26.32 | 4.94 |

(ख) जी, नहीं।

(ग) वर्ष 1996-97 के दौरान सुरक्षा प्रबन्धों पर 27 करोड़ रुपए की राशि खर्च किए जाने का अनुमान है। 1996-97 के बजट अनुमान में इसके लिए । करोड़ रुपए का प्रावधान किया गया है। अपेक्षित अतिरिक्त राशि को अनुपूरक अनुदान से पूरा किया जाएगा।

**Number of employees per plane engaged by IA and Al**

2358. SHRI K.R. MALKANI: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 1018 given in the Rajya Sabha on 23rd July, 1996 and state:

(a) what is the number of employees per IA and Al plane; and

(b) what is the number of employees per plane engaged in leading airlines of the world?

THE MINISTER OF CIVIL AVIATION (SHRI CM. IBRAHIM): (a) The number of employees per aircraft in Indian Airlines and Air India is 397 and 715 respectively.

(b) As on 31.12.1995, the number of employees per aircraft of selected airlines of the world is an under:-

| Name of Airline | No. of Employees per Aircraft |
|---|---|
| Aeroflot | 110 |
| Air Canada | 157 |
| Air France | 239 |
| Alitalia | 121 |
| American Airlines | 131 |
| British Airways | 219 |
| Cathey Pacific | 259 |
| Delta Airlines | 123 |
| Garuda | 182 |
| Japan Airlines | 162 |
| Lufthansa | 124 |
| MAS | 211 |
| Northwest Airlines | 120 |
| PIA | 455 |
| Saudi Arabian Airlines | 219 |
| Singapore Airlines | 194 |
| Swiss Air | 269 |
| Thai Airways | 300 |
| United Airlines | 146 |

**Net Bank credit to Agriculture by Commercial Banks**

2359. MISS. SAROJ KHAPARDE: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that all the commercial banks in the country are required to grant at least eighteen per cent of their net bank credit to agriculture;

(b) if so, whether all the commercial banks have achieved the stipulated target during the last three years;

(c) if not, which are the banks who have not achieved the target, bank-wise and year-wise; and

(d) what action Government propose to take to ensure that every bank positively grants at least 18 per cent of its net bank credit to agriculture?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (c) Yes, Sir. Domestic banks both in public and private sectors are required to lend at least 18 per cent of their Net Bank Credit to Agriculture. The target is, however, not applicable to foreign banks in view of the lack of branchnet-work in rural areas. The names of banks which have not achieved the target of 18 per cent lending to agriculture during the last three years are given in the Annexure. [See Appendix 178, Annexure 52]

(d) Reserve Bank of India (RBI) has advised all scheduled commercial banks to make every effort to achieve the stipulated target of 18 per cent for lending to agriculture. Public and private sector banks which had not reached the agricultural lending target of 18 per cent of net bank credit as at the end of December 1994 and March 1994 respectively were required to make contributions to the Rural Infrastructural Development Fund (RIDF) equivalent to the shortfall subject to a maximum of 1.5 per cent of Net Bank Credit in achieving the aforesaid target. The following additional steps have been taken to ensure enhanced flow of credit to agricultural sector:

(i) Simplified applications forms have been made available which are also in Regional languages.